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INAUGURAL ISSUE CELEBRATING 65 YEARS OF PROGRESS

PORT OF LONG BEACH

Harbor Highlights

VOL. 1, NO. 1

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Good News For Port Folks — And Landlubbers, Too

This inaugural issue of *Harbor Highlights* offers a glimpse of the past of the Port of Long Beach, as well as a look at the future.

As historic achievements continue to be made, *Highlights* will reflect this dynamic area's "living history" in future editions.

Harbor Highlights' reason for existence is to inform its readers about the Port and to share with them some of the excitement, history and impact of the Long Beach waterfront.

Highlights will communicate important information to port employees and representatives throughout the world, shippers and suppliers and their employees — all the people who keep things moving on our ships and docks.

And, besides the port "family", *Highlights* is intended to reach out to citizens of our community and beyond. Port of Long Beach activities effect the quality of everyday living in an expanding geographic area far inland of our seaside city.

In quarterly editions, *Highlights* will tell its readers how it is at the Port of Long Beach. Readers will learn of its traditions, its activities, its future and, most important, its people.

Throughout history, ships and ports have had a great influence on the way people lived. The exploration of our planet and the commerce of our many cultures would have been impossible without them.

Waterfronts and their people have been a source of inspiration to writers and artists through the ages. Ships with strange sounding names and exotic flags serve as our windows on the world.

So, welcome to the Port of Long Beach, through the stories and pictures of *Harbor Highlights*. We here at the Long Beach Harbor Department hope that this knowledge will lead to a fuller understanding of the purpose and meaning of America's Most Modern Port.

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On the Cover

On June 24, 1911, Long Beach Mayor C. H. Windham was hoisted aboard the 250' lumber carrying steamer Santa Barbara at the dedication of the first municipal pier. Today tanker ships like the 701' Texaco Idaho with a capacity of 351,972 barrels call at the Port of Long Beach as the largest tonnage port on the West Coast.

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PORT OF LONG BEACH

The Port of Long Beach

"America's most Modern Port"

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WELCOME ABOARD!

As the United States and its citizens pause to celebrate the nation's Bicentennial this month, the Port of Long Beach completes its 65th year of service to the community in a flurry of environmental and engineering activity.

This is also the year that the Long Beach Harbor Department's budget for the first time tops the $100 million mark, due to the ever increasing need for additional terminal facilities to serve commerce here in the West and throughout the world.

The master plan for the harbor was designed to provide facilities adequate to handle expected future growth through the mid-80's. But because of the unprecedented increase in cargo moving through Long Beach -- Port tonnage has doubled in a decade -- present land areas and terminals are fast reaching their capacity.

By far the largest project planned is a multi-berth deep water oil terminal necessary to receive oil from Alaska's North Slope. The Port has entered into an agreement with SOHIO, Standard Oil Company of Ohio, under which the Harbor Department is preparing an environmental impact report. It is estimated the EIR will take six months to complete and cost $1.5 million. It is expected that the 700,000 barrels to be delivered daily will do much to ease our energy shortage and decrease America's dependence on foreign petroleum.

With new services and larger and faster vessels, the Port of Long Beach looks forward to continuing its tonnage leadership among U. S. West Coast Ports in this and future years.

The Board of Harbor Commissioners and the 323 employees here at the Port of Long Beach will keep you informed of our progress through the pages of Harbor Highlights.

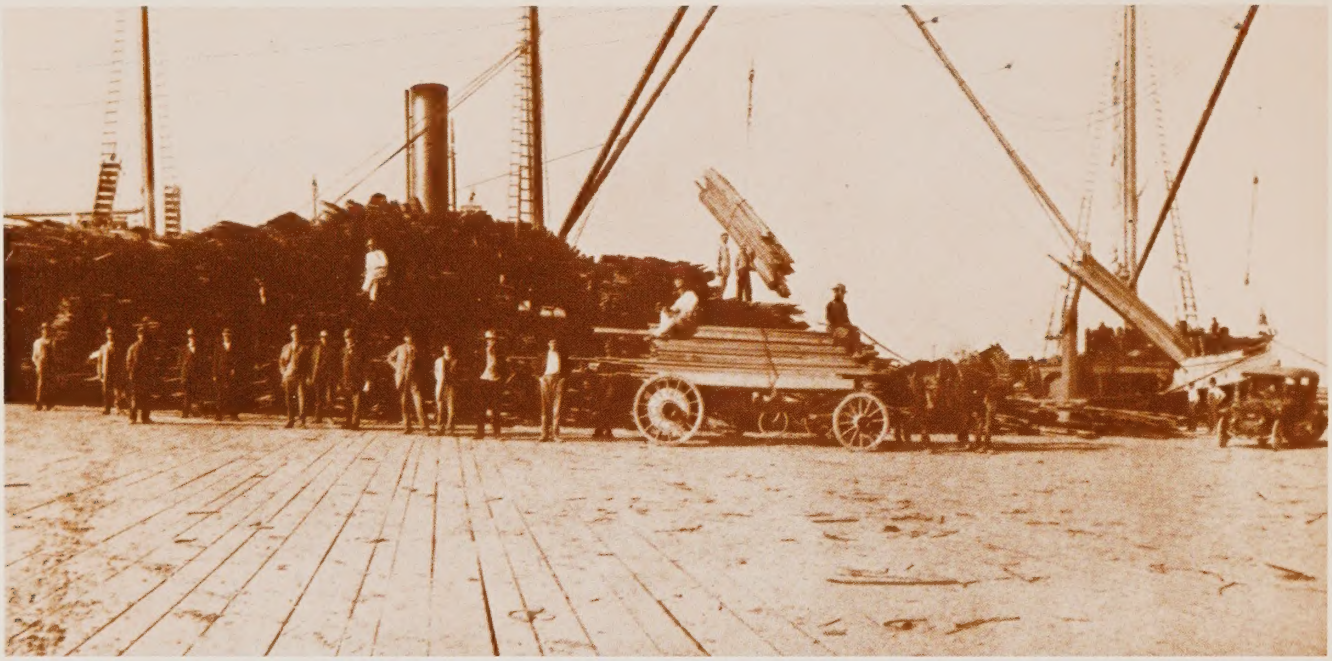
Very truly yours,

Thomas J. Thorley

Thomas J. Thorley
General Manager

PRESIDENT'S "E" AWARD
FOR EXCELLENCE IN EXPORT

The Early Years



That first load of lumber is offloaded from the S.S. Iaqua onto Long Beach's brand new Municipal Pier.

Historic Voyage from Eureka

A voyage of 566 miles brought the twentieth century to Long Beach. It wasn't a long trip as historic ocean journeys are measured, but its significance is reflected today in the continuing progress of America's most modern port.

That was the distance from the Eureka Bar to a crude wooden wharf where the *S. S. Iaqua* offloaded 280,000 feet of redwood lumber on June 2, 1911. The cargo's destination: Pier 1, Long Beach.

The event gave birth to the astounding engineering achievements and maritime success the Port of Long Beach has experienced in its 65 years.

During the decade prior to that first commercial shipment, residents of Long Beach had watched the federal government invest heavily in the construction of nearby Wilmington's inner harbor. Colorfully-named Rattlesnake Island and Dead Man's Island gave way to the more prosaic, but durable, Terminal Island.

Far-sighted community leaders believed there would be enough trade for two ports in San Pedro Bay. The citizens of Long Beach voted in 1909 to raise $245,000 to purchase ocean frontage, dredge the swampy mud flats of the inner harbor and construct that first municipal pier.

Finding a parking space on Pine Avenue for your buggy could be a problem in 1897, too.

GREATER LONG BEACH PORT IS ASSURED

HOME EDITION Press-Telegram

THRONGS SEE COOLIDGE INAUGURATED

FIFTY MILLION TONS OF FREIGHT CAN BE HANDLED EACH YEAR

FOUR LEADERS IN HARBOR FUNDS CAMPAIGN

THOUSANDS TAKE PART IN GREAT OVATION TO PRESIDENT AND DAWES

HARBOR VICTORY SURE

News that Long Beach Harbor's first breakwater was to be constructed nearly overshadowed Calvin Coolidge's inauguration in the March 4, 1925, edition of the Press Telegram.

Construction of Giant Breakwater to Begin Shortly

Port Development of Long Beach Sets New World Speed Record

EX-PRESIDENT GIVES OATH TO INCUMBENT

Thousands Acclaim Coolidge and Dawes at Big Inauguration

DAWES URGES BUSINESS LAWS FOR CONGRESS

When the S. S. Santa Clara early in 1912 proposed to make Long Beach a regular port of call on its sailings between Santa Barbara and San Diego, the port's commercial success seemed assured.

That success was threatened in the next two years by silt and debris carried into the small harbor by the Los Angeles River after heavy inland rainfall. Dredging the inner harbor became a continuous — and losing — battle.

Finally, help came from outside the community. The newly formed Los Angeles County Flood Control District and the federal government joined in a four-year construction project to create a silt diversion channel. By 1923, flood waters were diverted east of the fledgling harbor.

Optimism was high and in 1924 Long Beach voters overwhelmingly approved a $5 million bond issue for improvement of the inner harbor and preliminary development of the outer harbor.

The work included a 7,000 foot breakwater which, by 1928, formed a calm anchorage outside the protected inner harbor. An additional $2.7 million was allocated that year for construction of piers and terminal facilities.

Resulting were the first berths of Pier A and Pier B, the first signs of the Port's seaward progress, and two modern transit sheds served by a city-owned rail line connected to Pacific Electric, Southern Pacific and Union Pacific lines.

Between Piers A and B, landing facilities were constructed for use by the U.S. Navy, the first step of Navy involvement in Long Beach which ultimately would bring hundreds of millions of dollars to the community.

When the federal government began construction in 1930 of a 12,500 foot extension of the San Pedro breakwater to a point just south of Long Beach outer harbor construction, the stage was set for progress through the decades to come. ⚓

Dredge cuts through sand bar to open inner harbor to the sea in 1909.

By 1922, redevelopment around the inner harbor was proceeding briskly.

Wells Bring Riches, Litigation...And That Sinking Feeling

The story of the Port of Long Beach is, in many ways, the story of oil. This dominant source of energy has, more than any other factor, set in motion the wheels of Port progress.

During the Depression years, oil companies named Richfield and Rio Grande and Monarch were among the industrial supporters of the struggling harbor, whose construction projects were moving ahead slowly under the government's Work Projects Administration (WPA).

And then, in 1936, oil was discovered in the harbor area. Two years later, the first Harbor Department well tapped a flow of wealth which would bring untold riches and unimagined problems.

Long Beach Oil Development Company became the City's major oil operator in 1939. Within four years, the drilling program encompassed 126 harbor wells producing 17,000 barrels a day to send municipal revenue beyond $10 million a year.

Port progress accelerated. New land was created adjacent to the inner harbor by dredging outer harbor channels and a turning basin. A transit shed nearly 1000 feet long was built on Pier A. A 6,000 foot continuation of the middle breakwater was begun and the U.S. Navy obtained 100 acres for a base on Terminal Island.

The City of Long Beach sold the site to the Navy for the nominal sum of $1, but sagely retained the rights to extract oil from under the base.

While the flow of oil continued to provide the means for port progress, it also fired the lamps of controversy.

Under a "tidelands grant" by the state in 1911, the City of Long Beach was allowed the use of an area extending three miles seaward from the high tide mark. The grant allowed revenue from the area to be used solely for further development of the tidelands area.

An amendment to the state tidelands grant in 1951 authorized the city to use as much as half the oil revenue to fund non-harbor area projects.

Hundreds of derricks such as these pumped up the Long Beach economy while deflating the land.

At the end of an ensuing four-year legal battle, the State Supreme Court held that when the legislature freed half the oil and all gas revenue from terms of the 1911 grant, these revenues should go to the state, not to Long Beach.

Now the state of California and the City of Long Beach were joined in a conflict that ended when a compromise law was approved by the legislature in 1956. The city turned over more than $120 million to the state and promised to pay 50 per cent of all future tidelands oil revenue and all revenue from the sale of dry gas.

The state agreed to pay a portion of the costs to correct a condition known as subsidence.

Early in the 1940s it was learned that certain harbor area land was sinking as oil was removed from subterranean strata. At first, this subsidence was so minimal that it caused little concern.

But by 1945, subsidence centered at the easterly end of Terminal Island had become so severe that dikes became necessary to protect against flooding.

Engineers and geologists created a plan to inject sea water into the wells for the twofold purpose of halting subsidence and enhancing oil recovery.

But land continued to sink out from under harbor facilities at an alarming rate. Over a 16-square-mile area, the surface had by 1957 subsided from two to twenty-four feet. Naval authorities said the Long Beach Naval Shipyard — and its $30 million annual payroll — may have to be moved to a more stable geographic area.

The first super tanker to visit Long Beach, the S.S. Manhattan, is compared in true scale with the city skyline.

Now the battle began in earnest. By 1960, 260 million barrels of water had been injected into the ground and subsidence appeared to be stabilized. The water injection process continues today, in balance with the amount of oil removed from under the harbor.

The cost of battling subsidence was enormous. From 1951 to 1960, $46 million was spent on filling harbor lands and reconstructing facilities — literally building an entirely new harbor on top on the old one.

The subsidence story had a silver lining. The main channel was now more than 60 feet deep — deep enough to accommodate the supertankers required by an energy-hungry nation.

The Oil Story at the Port of Long Beach continues today. Oil and gas are still produced by the esthetically-pleasing landscaped islands in the harbor.

And plans are now well under way to enable the Port to be a major United States gateway for oil produced on the arctic northern coast of Alaska.

In production locally and in transit from oilfields thousands of miles away, oil continues to be a major influence for Port progress. ⚓

I.P.T. news photo by Roger Coar dramatically illustrates the degree of subsidence in the harbor area during the 1950's.

America's Most Modern And Most Exciting Port

Spurred by cargo revenues and the expanding Southern California economy, the Port of Long Beach has realized greater progress in the last 15 years of its evolution than during its entire first half-century.

Mammoth construction projects have pushed the Port seaward on solid-fill piers covering several hundred acres and offering specialized facilities for containerized cargo, dry bulk, autos, petroleum and many other commodities.

To
Eli J. Cimar -
Your part in our
cooperation is truly appreciated.
I hope that some day Long Beach
I will regard this plane with a certain
amount of pride.
Howard Hughes

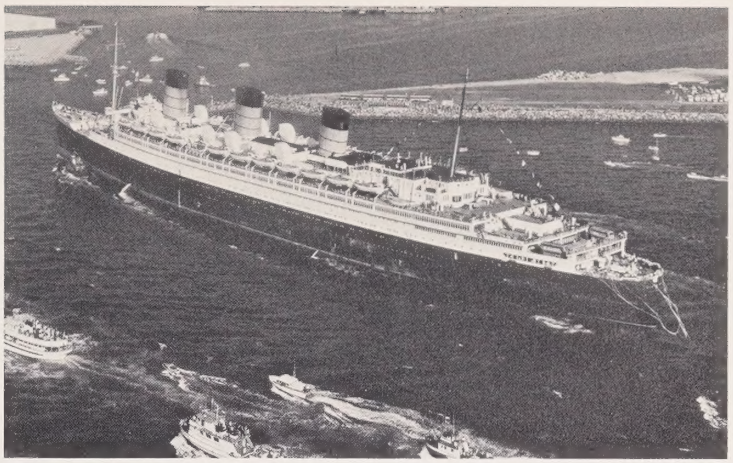
Photo of Howard Hughes' "Spruce Goose" test flight is autographed by the late billionaire.

A crowd was on hand to greet the first Sea-Land container ship in September of 1962.

And progress continues, as yesterday's plans become today's realities. A $30 million revenue bond issue for construction of container handling facilities is being repaid by increased Port revenue. Similar measures will be sought to underwrite future progress, thus avoiding the need for tax support many American harbors receive from their municipalities.

Because every stage of development has followed a natural and logical progression, the Port is perhaps the world's leading example of a harbor created entirely by man under exacting scientific principles.

Every plan for new facilities is tested at a huge hydraulic scale model of San Pedro Bay located in Vicksburg, Miss. Government engineers, geologists, marine



The Queen Mary gets a rousing welcome to Long Beach at the end of her final voyage. ▲

◀ *Girls representing many lands pour water into reflecting pool during 1960 dedication of Port administration building.*

biologists and other specialists are thus able to determine the effects of new developments while they are still on the "drawing board".

Trade development keeps pace with the Port's physical progress through trade missions to major industrial centers, maintenance of representative offices in key cities around the world and other advanced marketing techniques.

The results have been unparalleled among America's foremost ports. In the ten years from 1965 to 1975, total annual tonnage of shipments passing through Long Beach more than doubled.

Lumber comprised the historic first shipment into the Port and it continues today to be a leading inbound commodity, along with petroleum, steel, plywood, newsprint, gypsum and bananas.

Petroleum coke — once a worthless byproduct of our oil refineries — is today a leading outbound commodity, along with grain, feed grains, fresh citrus fruit, chemicals, machinery and other exports.

Proctor and Gamble, Gold Bond Building Products and Kaiser Gypsum are three companies that maintain manufacturing plants within the Port.

Long Beach is a regular port of call for the largest and fastest ships of the sea, operated by the world's leading shipping lines.

It is also the home of two stationary craft with notable pasts. One of these is the highly visible Queen Mary, the venerable luxury liner now serving as a permanent museum, hotel and tourist attraction.

The other is the hidden Hercules HK-1, the famed flying boat built by Howard Hughes and popularly known as the "spruce goose" because of its unique wooden construction. The largest aircraft in the world, Hughes' flying boat has been hidden in a Terminal Island waterfront hangar since its single test flight with Hughes at the controls on Nov. 2, 1947.

For fifteen years during the 1950s and early 1960s, the Port formed a maritime backdrop for pretty young ladies who come to compete in the Miss Universe and, later Miss International Beauty pagaents. More recently, Long Beach gained worldwide attention as the site of the America's first through the streets Grand Prix races.

With direct freeway access and elegant hotels and restaurants, the Port of Long Beach offers the atmosphere of a luxury resort area.

And the progress is expected to continue through all the tomorrows. New cargo handling and storage facilities, a proposed yacht harbor and other developments are expected to maintain the Port's reputation as the most modern and progressive maritime facility in the nation. ⚓

World Trade Week

In order to promote international commerce through the Ports of Long Beach and Los Angeles, Stanley Olafson, of the Los Angeles Chamber of Commerce, originated World Trade Week in 1927. Recognized annually ever since, this year's 50th observance was held May 16 through May 23 as proclaimed by President Ford. World Trade Week is now celebrated throughout the United States to call public attention to the importance of commerce around the globe.

Top: *Port of Long Beach General Manager Thomas J. Thorley (right) receives the Stanley T. Olafson Bronze Plaque for the Advancement of World Trade from Los Angeles Area Chamber President Albert C. Martin at recent Foreign Trade Association luncheon. Observing the presentation is Secretary of the Treasury William E. Simon (foreground), who was the main speaker at the World Trade Week event. Thorley was also honored on June 25 as the City of Hope "Man of the Year" at a testimonial tribute to him.*

Middle: *The Japanese Maritime Training Ship "Nippon Maru," a four-masted sailing bark, contributed to the Port's recent World Trade Week celebration. The public was invited to inspect the vessel during two days of Open House. The sleek white ship carries 35 sails with more than 25,000 square feet of sail area and can cruise at 13 knots under sail. She is 320 feet long.*

Bottom: *Nearly 6500 people took advantage of free harbor sightseeing cruises during World Trade Week at the Port of Long Beach. The 50th observance of maritime commerce achievements attracted high interest among the community.*

Special Events

Public EIR Contribution Invited by Port

Concerned individuals, groups and agencies have been invited to aid the preparation of Environmental Impact Reports expected to guide development at the Port of Long Beach, according to Dr. Donald B. Bright, director of environmental affairs.

EIRs are now being prepared for the following:

1. A general plan EIR analyzing Port development and modernization through the year 2000.

2. An EIR for a proposed crude oil terminal to receive Alaskan oil for Standard Oil of Ohio (SOHIO).

3. An EIR for a proposed 110-acre landfill to complete container facilities on Pier J, and

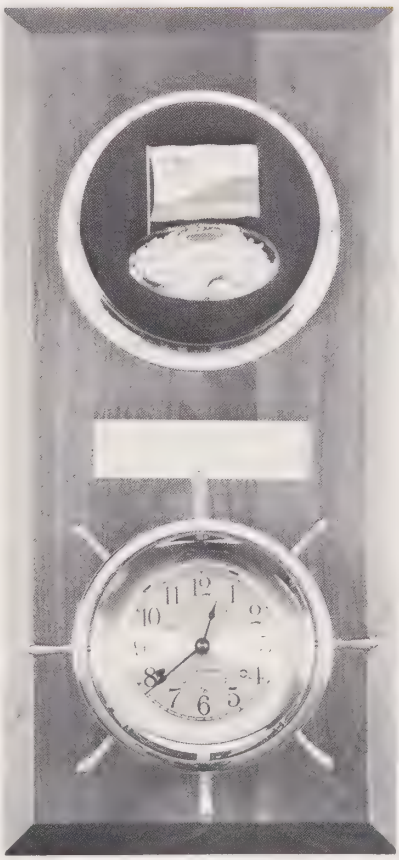
4. An analysis of wave and current forces now present within the harbor plus those associated with planned developments.

The largest proposed project is the deep water oil terminal planned for south of Pier J. The facility will be required to offload 700,000 barrels of Alaska North Slope oil a day to help meet the energy needs of the south western United States and energy-short mid-America.

Because the project has national significance, the Department of the Interior is leading a federal task force in preparing a federal Environmental Impact Statement. The Port of Long Beach is working with the California Public Utilities Commission to prepare the necessary EIR for California.

Those interestred in contributing to the reports may write to: Environmental Affairs, P.O. Box 570, Long Beach, Calif. 90801. ⚓

Port Pilot Awards



Two federal government figures were named Honorary Port Pilots by the Long Beach Board of Harbor Commissioners at Washington, D.C., ceremonies attended by hundreds of governmental, shipping and business leaders.

Recipients were Robert T. Hartmann, counsellor to the president, and California Senator Alan Cranston. By coincidence, both have extensive backgrounds as newsmen and authors and both are alumni of Stanford University.

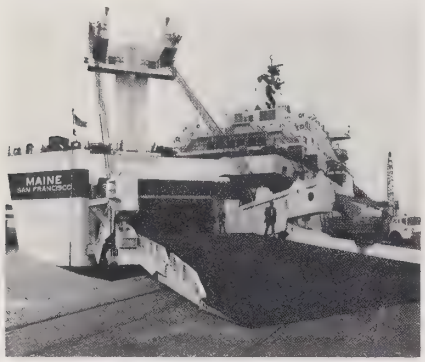
Hartmann served in the Navy on the staffs of Fleet Admiral Nimitz and Admiral Halsey before joining the Los Angeles Times as editorial writer. For 25 years he covered the Washington scene and was a correspondent in many parts of the world. He has been active in various government capacities since 1965 and joined President Ford's staff as counsellor, with Cabinet rank, in 1974.

Following graduation from Stanford, where he was a star sprinter, Cranston joined International News Service as a foreign correspondent. His writings include an uncensored condensation of Hitler's "Mein Kampf," which sold 500,000 copies, and "The Killing of the Peace," which details how the U.S. was kept out of the League of Nations.

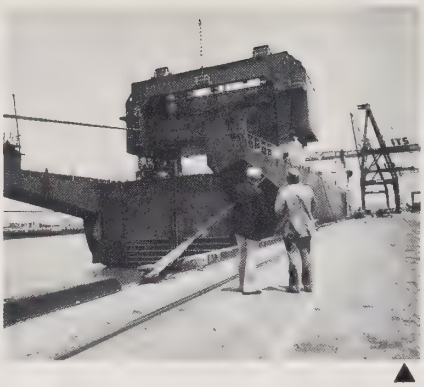
The two are the 47th and 48th recipients of the Honorary Port Pilot Award, which began in 1954 when President Eisenhower was the first to be so honored by the Port of Long Beach. ⚓

Shipper's News

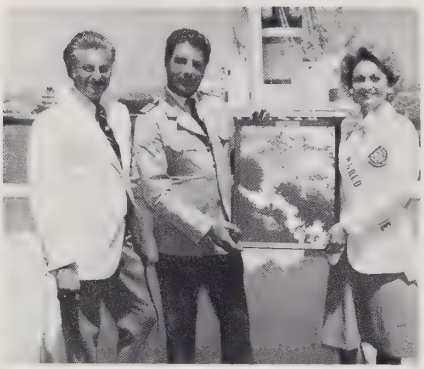
States Line introduced the first Roll On/Roll Off service between the West Coast and Far East with the maiden voyage arrival of the SS Maine at the line's new RO/RO Terminal on Pier B. Vessel's stern ramp is lowered to receive loads of up to 65 tons as they are driven aboard from the dock. The first U.S. built ships of their type provide luxury accommodations for 12 passengers. ▼



On board the *Maine* for maiden voyage ceremonies were, from left, Captain E. E. Stafstrom, Harbor Commissioner James G. Craig, Jr., States Steamship Company president J. F. Dant and States district manager Warren D. Penland.▼



▲ The Golden Bear is one of four unique LASH ships operated by Pacific Far East Lines from the ITS facility on Pier J. The ship is shown during combined barge and container loading operation. LASH stands for "lighter aboard ship" and brings another advanced cargo handling method to the Port.

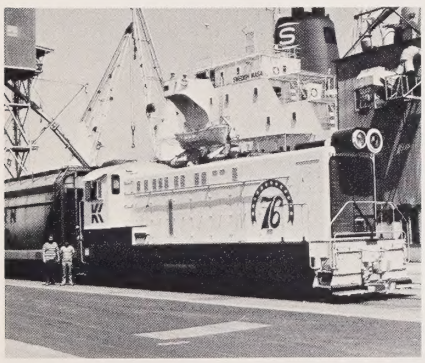


▲ Captain Hans-H. Beyer (center) received a framed Apollo-photo of the Southland from S. Richard Shostak, chairman of World Trade Week, and Betty Lauerman, American Airlines stewardess who served as Miss World Trade. Occasion was the maiden voyage arrival of Euro-Pacific's first full-cellular express container carrier, the MV Main Express.

Port officials welcomed the first of four new containerships of the C. Y. Tung Group, the MV Oriental Financier, which can carry up to 825 40-foot containers. On hand for the ceremonies were, from left, Captain Tsai Ho Chen, Poul Christensen of Eckert in San Francisco, Captain Nien Szu Ling, Harbor Commissioner James G. Craig, James V. Frazier of Eckert in Long Beach and Jerry Plummer of Eckert in Dallas. ▼

Harbor Commission president H. E. Ridings, Jr., left, presents shipping magnate C. Y. Tung with Port plaque marking maiden arrival of the containership Oriental Financier at Long Beach. ▼

Participating in trophy presentations following the conclusion of the first Harbor Coed Softball League are, from left, Lonnie Lautzenheiser of Koppel, Inc., which placed fourth; Kim Gorton of Sea-Land, third; league organizer Steven Resnik, Port representative; Darryl Glenn, whose Port of Long Beach team won the championship; Judy Warner of Seatrain, second, and Ray Nava of United States Lines, who holds the Beer Bleachers Award for fifth place finish.



Bicentennial spirit of '76 is reflected in the patriotic paint job applied to switch engine at Koppel grain terminal by "key-men" from I L W U, Vessel in background loading California wheat is Salen's 27,000 DWT Swedish Wasa.

One of the largest car carriers in the Pacific, the 4200-auto capacity Polar Bear, is seen at the Toyota Terminal on Pier J. More than 20,000 autos at the Port's two auto terminals on Pier J were in transit to auto dealers in the Western U.S. and awaiting export abroad.

Two containerloads of climbing equipment and supplies destined to assist an American team in its Bicentennial Year assault on Mt. Everest were loaded aboard a Maersk Line ship in Long Beach recently. Posing with flag are Dick Croft of Cal Asia Freight Forwarders, team member Dan A. Emmett and Hal Scully, Maersk Line Agency general manager.

George E. Koppel, left, president of Koppel, Inc., receives award for his firm's international trade activities. Taking part in presentation are Mary Bleming, president of West Coast Warehouse Corp. and chairman of the Chamber's World Trade Committee, and H. E. Ridings, Jr., former president of the Long Beach Board of Harbor Commissioners.

Two of the longest bulk carriers ever to berth on the West Coast are tied up at the Metropolitan Stevedore Company Bulk Terminal on Pier G. Taking on loads of petroleum coke are the 735-foot Kyoto, left, and the 735-foot Japan Cedar.

Port Olympian

Photograph courtesy of the Independent Press-Telegram.

On most weekend mornings, Larry Hart can be found practicing a nearly archaic track and field event — throwing the hammer — on a pock-marked field at Cal State Long Beach.

Hart, 29, works as a civil engineer for the Port. For the last several years, without the benefit of coaching and living three thousand miles from his sponsoring New York Athletic Club, Hart has developed into one of the best hammer throwers in the nation.

He will represent the United States at the Olympic Games in Montreal.

The field where Hart practices is one of the very few hammer practice areas in Southern California. Dotted with craters where it has been bombarded by the 16-pound projectiles, it is not good for anything else.

Hart parks his green VW near the field, warms up and begins to throw. He is alone except for an occasional idle spectator. His assets include determination, strength and a cheerful attitude.

"You know," he says, "I figured out once that I had walked far enough to go around the world, just chasing after this thing."

Hart is 6-1 and weighs 235. "You need a lot of strength," he says, "but speed and form are the most important things. The hammer throw is very technical, not just brute force."

The shot is connected to a hand grip by strong wire. The entire apparatus is four feet long. Hart throws from a seven-foot circle. He first swings the hammer twice around his head to gain momentum, then he makes three complete turns in the tiny circle before letting go; then — thunk!

"I want to throw about 220 here," he says. "I know I can add a few feet in a meet." The American record throw is 235.

Hart has set for himself a tough regimen. In addition to his position at the Port, which he has held for two and a half years, he attends business administration classes two evenings a week. "I want to better myself in any way I can," he says.

His workout schedule includes throwing and running three hours a day, five days a week. He also lifts weights two hours twice a week.

Hart lives in Long Beach with his wife, Marilyn, and their six-month-old son, Casey. "If my wife weren't completely supportive, I really couldn't do it. She's there, cheering me on, whenever I'm at a meet."

Victories during the last year included last fall's Pan-American Games at Mexico City and this spring's California Relays at Modesto.

Hammer throwing was originated by the Celts and later popularized by the Scots and Irish. What was the path by which Larry Hart found himself competing in this most lonely of sports?

"In high school I went out for track and was All-American in the shot put and discus. When I was a sophomore at West Point, I was still throwing the discus and shot, but added the hammer.

"In my five years in the Army, I concentrated on the hammer. I continued with it because I was good at it. It's still a challenge to me. I know I spend a lot of time with it, but most people have hobbies — boats, golfing, whatever. This is my hobby for now."

But Hart knows that one does not continue throwing the hammer forever. "It's difficult and somewhat of a sacrifice being an amateur athlete. Besides, I want to enjoy myself and let the pressure go. I want to spend some time with my family."

But the pressure will continue through the Olympics. And when Larry Hart is in a city and country that is strange to him, competing in his lonely sport, he will know that hundreds of people in Long Beach are rooting for him.

Who's News

Port Staff Changes

Creation of two additional Port administrative positions filled by present personnel has been announced by the Long Beach Board of Harbor Commissioners.

Lee Sellers, who has been director of port operations since 1970, was named director of commerce. Reporting to him are the directors of port operations, trade development and public relations.

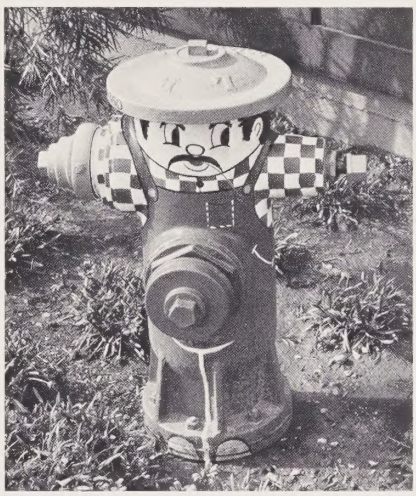
Sellers came to the Harbor Department after retiring from the U.S. Army as a colonel following 30 years' service.

Replacing Sellers as director of port operations is Harvey H. Harnagel, who has served as chief wharfinger since 1971. A retired U.S. Navy commander, he has been employed by the City of Long Beach for 15 years and in his most recent post headed a staff of wharfingers, security officers and other operations employees.

David A. Elder, administrative assistant in charge of special projects under Sellers, has been named to the new post of director of special projects. Among his most recent tasks with the Port was acting as project director for the joint economic impact study funded by the Port of Long Beach together with the Port of Los Angeles.

Min Kato, the new chief wharfinger, has been with the Long Beach Harbor Department since 1959 and has been assistant chief wharfinger since 1972.

A newcomer to the Port staff is Adolf B. (Zett) Zetterberg, who has been named assistant director of port operations. He was most recently superintendent of terminal administration for American President Lines in the San Francisco Bay area. ⚓



This little farmer near the Koppel, Inc. grain terminal is one of many Port area fireplugs decorated to fit in with their locale as part of the city's Bicentennial fireplug beautification program.

Bon Voyage

An appreciative "bon voyage" salute is extended to the following Harbor Department employees who retired during the period of May, 1975, through June of this year: **LaVerne O. Temple, Malcolm W. Rawlings, Willie H. Bodine, Rodney S. Wirtz, Bernard R. Scott, Frank Nadashny, David J. Vader, Wessel W. Osterhaus, Willie Bernstein, Jr., Howard D. Freeman, Edward A. Mabe, Lyndon R. Chenard, Charlotte I. Bennett, Richard T. Enright, Mitzi B. Aldrich, George Mandzak, Joseph M. Paul, Martin J. Mulry, Clifford N. Gillaspie.** ⚓

Honored for Service

Thirty six Harbor Department employees — topped by Clifford Gillaspie with 35 years' service — received commemorative service pins during the period of May, 1975, through last month.

Congratulations to:

35 Years — **Clifford Gillaspie.**

30 Years — **Raymond Berbower, John Calloway, Ernest Lang.**

25 Years — **Martin Mulry, Denice Henley.**

20 Years — **Marvin Gardner, Helen Glenn, Orlen Martin, William Morales, Donald Moran, Francis Pard, Virginia Plantz, Peter Smongesky, George Stein, Ned Whitmer.**

15 Years — **Diana Griffiths, John Keulen, George Mandzak, Charles Nussbaumer, Frank Pontello, Isadore Seidenberg, Curtis Washington.**

10 Years — **Kenneth R. Barnes, Harry Beegle, Kenton Breidenthal, Linda Dorinski, Darrell Glenn, Aileen Kenyon, Alvin McDannel, Vanderbilt Moore, Bernard Onstenk, Gerald Roberts, Samuel Russel, Ellis Shannon, Cyril Van Dorselaer.** ⚓

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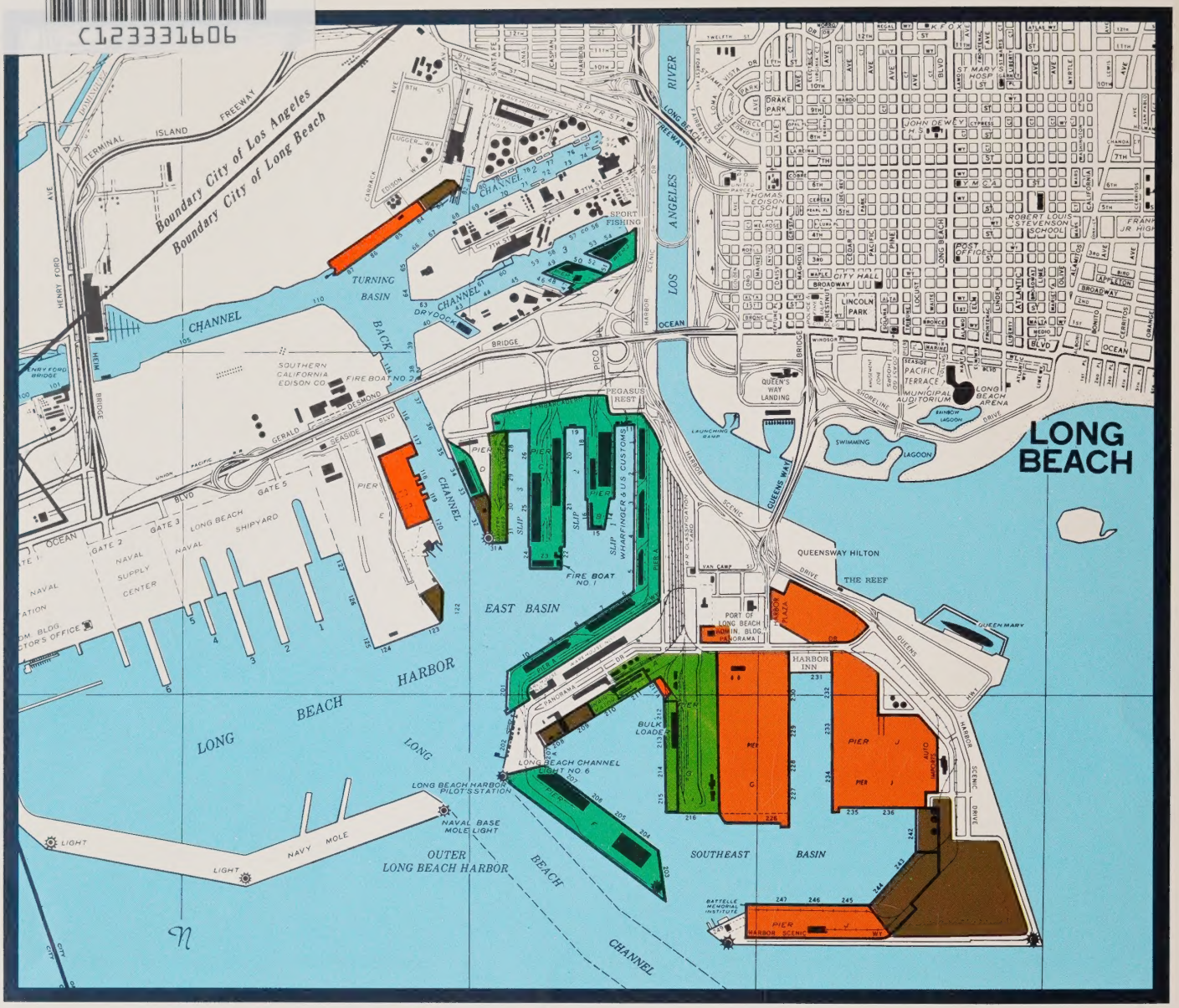

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